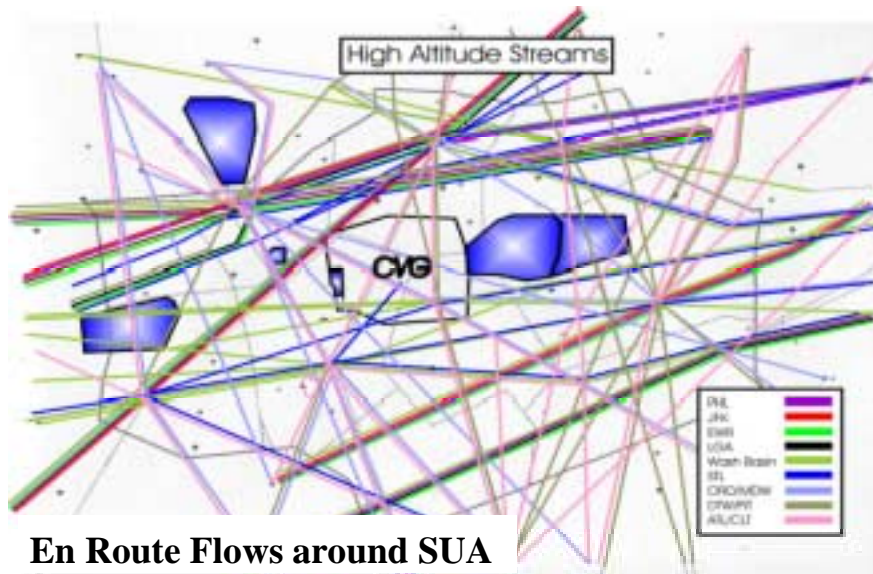


## ER-8: Provide Access to Restricted Airspace

**Provide more efficient and flexible routing through dynamic use of special-use airspace when available and appropriate.**



**En Route Flows around SUA**

### Background

Information on the availability of special use airspace (SUA) for civilian flights is often not timely or is limited to real-time announcements. Timely schedules for the SUA and dynamic use of the SUA information will result in enhanced route flexibility.

### Ops Change Description

The operational change involves procedures to provide more effective distribution of SUA information to service providers, pilots, and other airspace users. The information will foster collaboration among stakeholders and increase flexibility and access. Decision support tools will improve information processing, planning, scheduling, and routing.

### Benefits, Performance and Metrics

- Improved flight efficiency and reduced flight-leg length when authorized to transit the airspace.

## **Scope and Applicability**

### **Near-Term:**

- The FAA, military, and civilian users are exploring methods of sharing information about SUA schedules and utilization to increase civilian access. Operational trials are underway in Florida and Texas to evaluate these proposed collaborative actions.
- The FAA is working with the military to obtain more real-time access to several pieces of special use airspace. Each effort is being pursued with the military on a case-by-case basis.

### **Mid-Term:**

- The FAA is using and evolving the Special Use Airspace Management System (SAMS), and developing the interface between SAMS and Military Airspace Management System (MAMS). These systems will provide schedule and use information to all en route centers and the ATCSCC.

## **Key Decisions**

- The military wants to continue to work cooperatively with FAA and civilian users to provide access to airspace when not in use by the military.
- Procedures for sharing SUA availability information are being developed, based on recommendations from RTCA Special Committee 192 operational trials. This information is available via SAMS. The military and the FAA are determining the process for improving public dissemination of the information (e.g., improving use of Internet).

## **Key Risks**

- The military will want to maintain its flexibility in use of airspace and not lose airspace given their defense mission and ground investments.
- Definition of procedures and process for sharing SUA availability information.
- Maintainability of SAMS and supporting automation.
- Limited interoperability between SUA information sharing capabilities (SAMS, MAMS, etc.).
- Lack of definition of needed improvements or upgrades to automation systems to support near real time SUA information processing, planning, scheduling, and routing.